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27 August 1957

THRU : Chief, CC/C
: Chief, D/S
Chief, St/I/R
Chief, S/TR

25X9A2

Special Urgent Requirements on [REDACTED]

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1. Another Polish freighter, EDWARD DEMBOWSKI, is due to arrive in New Orleans Wednesday, 28 August 1957 to lift a cargo of wheat for Poland. In accordance with the US Port Security Program procedures, a determination has been made to allow the vessel to enter New Orleans. Unlike the STEFAN OKRZEJA, which called at Baton Rouge on 1 August 1957, the EDWARD DEMBOWSKI is possibly controlled or even owned by the Chinese Communists although flying the Polish flag. This assumption is based on [REDACTED]

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vessel is operated by the Chinese-Polish Ship Brokerage Corporation (CHIPOLBROK), a reported joint Polish-Chinese company controlled or owned by the Chinese. The Navy DIO and Coast Guard Port Captain in New Orleans will cover the usual requirements, i.e., vessel characteristics, crew list, etc.

2. The following topics are submitted for use in the event that an opportunity to obtain the information arises, while the EDWARD DEMBOWSKI is in New Orleans.

a. Any indication that the vessel is Chinese owned. Any information on the organization, financial structure, and material assets of CHIPOLBROK.

b. How does CHIPOLBROK operate? Is there equal participation in terms of capital contribution? or has Poland provided ships and China the capital for some of the ships? Do the Chinese or the Poles make major decisions regarding the company and/or the vessels? Give examples. What role does the Polish Ocean Lines have in CHIPOLBROK operations?

c. Does the company own as well as operate ships. If so, which ships are they, or does China own some of the vessels (which are placed under Polish flag for convenience) and Poland the other? If so, which Polish flag vessels on the China run are actually owned by China and which by Poland?

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d. Are financial accounts between the Chinese and the Poles settled in free currency, Bloc currency or both? If in both currencies, specify the percentage of each. How are freight payments handled?

3. Information along the above lines, which may become available, would be extremely important to this office in clarifying a five year uncertainty on the true characteristics and functions of the Chinese-Polish Ship Brokerage Corporation. Because other Polish flag vessels believed to be Chinese owned may also call at US ports in the near future, the answers are urgently needed.

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ORR/S/ [REDACTED] bh/4657 (27 August 1957)

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